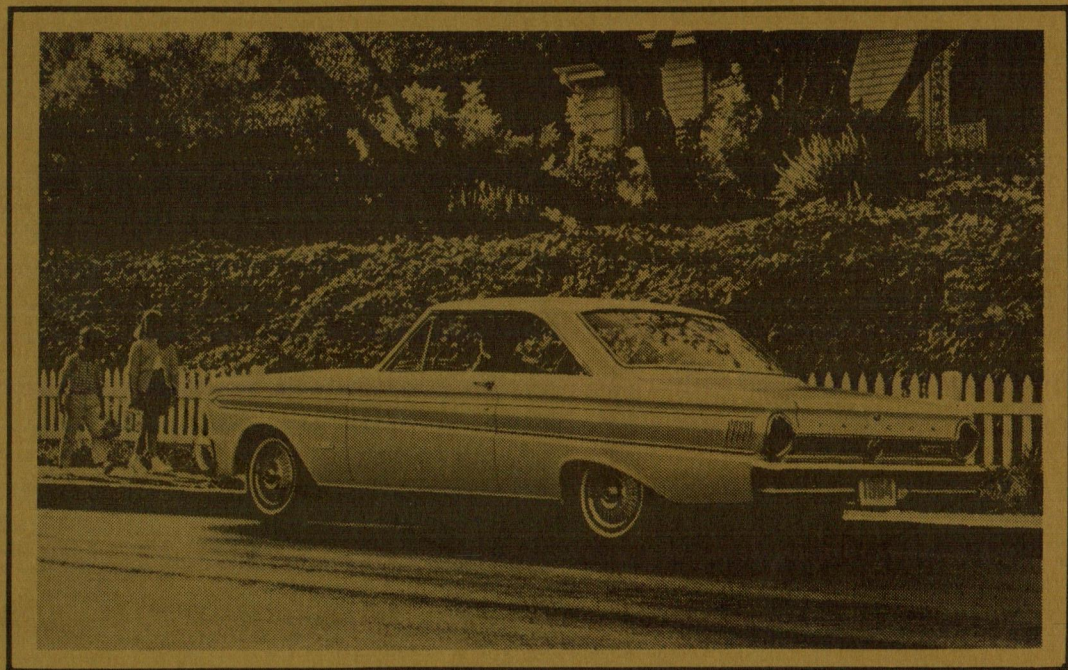


The *Falcon* News



OCTOBER 1985

VOL. 7, NO. 3

FALCON CLUB OF AMERICA
P.O. Box 113
Jacksonville, AR 72076

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The newsletter dedicated
to Falcon lovers
... everywhere!

THE FALCON CLUB OF AMERICA, INC. is a non-profit organization dedicated to preserving the FALCON automobile built by the Ford Motor Company from 1960 to 1970. Roy E. Sword founded the world-wide club in 1979. It is incorporated under the laws of the State of Arkansas. Yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States), and are payable to: The Falcon Club of America, P.O. Box 113, Jacksonville, AR 72076.

THE FALCON NEWS is published monthly with information from its members. All ads must be sent to the Editor by the 10th of the month, with a limit of 2 ads per member per issue. Each ad must appear in a different section of the classified ads. The FCA will not be held responsible for errors. Legitimate errors will be corrected in the next issue when requested.

FALCON CLUB OF AMERICA OFFICERS

President: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Vice President: Glen Acrey, 1208 S. Center, Lonoke, AR 72086.

Secretary: Ruby Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Treasurer: Jimmie D. Throgmorton, 2108 Memorial Dr., Jacksonville, AR 72076.

Club Store Manager: Ellen O'Dell, 417 Valley View, East Alton, IL 62024.

Editors: Bill & Kathy Woodell, Rt. 4, Box 536, Searcy, AR 72143.

Phone (501) 268-1470 or 268-8574.

Assistant Editor: Roy E. Sword, 629 N. Hospital Drive, Jacksonville, AR 72076. Phone (501) 982-1029.

Partsmaster: Dave Jones, P.O. Box 565, Parachute, CO 81635 (SASE required for reply).

Chapter Coordinator: Tom O'Dell, 417 Valley View, East Alton, IL 62024.

BOARD OF DIRECTORS (Number of years in term)

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS 66212 (5).

Fleming Horne, 7645 Memphis-Arlington Rd., Memphis, TN, 38134 (4).

Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI, 48827 (3).

Tom O'Dell, 417 Valley View, East Alton, IL, 62024 (2).

Shrable Williams, Rt. 5, Box 999, Benton, AR, 72015 (1).

REGIONAL DIRECTORS

EASTERN: Steve Springer, 5500 Landmark Dr., Charlotte, NC 28226.

CENTRAL: David Humes, P.O. Box 16, Oakwood, IL, 61858.

MOUNTAIN: Carl MacDonald, 1765 Carmel Drive, Colorado Springs, CO, 80910.

PACIFIC: Charles N. Johnson, 15236 - 118th Ave. N.E., Bothell, WA 98011.

The Falcon Club of America Newsletter is printed and published by Bill's Printing, Searcy, Arkansas. Cover photo submitted by Roy Sword.

PARTS FOR SALE (Cont.)

Parting out 1965 type 66A Ranchero (or sell titled and towable body for \$500; send SASE for description, \$1 for photographs). Skip Goddard, 2625 West Virginia, Tucson, AZ 85746.

PARTS WANTED

For '67 Futura Club Coupe: all side molding and wheel well trim. Excellent condition or N.O.S. Desperate for one short piece on rear quarter panel. This chrome is the same as on the sports coupe. Please help this unfortunate club coupe get all dressed up again! Ray Roberts, 12272 W. Atlantic Drive, Lakewood, CO 80228-4426 (303) 986-8932.

For '65 Sprint: front fender Sprint emblem or just the "Sprint" script mylar. Tom Botkin, 13196 W. Utah, Lakewood, CO 80228, (303) 986-9268.

For 1965 Falcon Wagon, 20 gal. fuel tank complete with straps. Dave Demski, 9545 Fairmount, Novelty, OH 44072, phone (216) 338-3780.

For '65 Futura 2-door hardtop with black interior: armrests, dr. and qtr.; panels, dr. & qtr.; seat belts; step plates, aluminum; horn ring. N.O.S. preferred or mint to excellent used. Mark L. Bennett, 105 Westgate Dr., Eureka, CA 95501, phone (707) 443-1537.

Good, rebuildable 289 Ford block, borable to .030 oversize, need block only, nothing else. Hugh R. Williamson, 2209 Morgandee Lane, Weatherford, OK 73096.

Hood ornaments for '64-'65 Falcon. Very good to excellent condition. Gerald J. Gasser, 73 Roselawn Ave., Fairport, NY 14450.

Used 1965-72 Ford car parts and accessories. Illustrations and text, master parts catalogs. Also want interior door panels for 1961 2-door sedan (64A), grey and white, standard (non-deluxe) trim code 11. Same were used for 1960. Diane M. Alder Weidle, 1252 Boland Place, St. Louis, MO 63117, (314) 647-3969.

Manuals wanted: user, maintenance, parts, owners, wiring for '63 Futura convertible w/170 st. 6 engine and 2-sp. Fordomatic transmission. Dave Ulmer, 19708 Olney Mill Road, Brookeville, MD 20833, (301) 982-5626.

All Club Store Items will be on display at the
2nd Annual Regional Meet for the Central Region
held in Hot Springs, AR, October 25 and 26.

PARTS FOR SALE

Professionally reconditioned '65 black steering wheel, \$75; deck lid mldg. for '65, excellent condition, no pits, chromed and detailed, \$100. Mark L. Bennett, 105 Westgate Dr., Eureka, CA 95501, (707) 443-1537.

Two N.O.S. C5DZ-1130-D wheel covers, 13 inch, they have a 3-bar spinner with red center, \$70 includes shipping. C5DZ-6204774-A radio plate for dash of '65 Falcon, N.O.S., not a rechrome, \$40 includes shipping. N.O.S. '64-'65 black console base, less top and chrome, \$150 includes shipping. Ken Kowalk, 6138 Long Hwy., Eaton Rapids, MI 48827, phone (517) 663-4263.

Fordomatic 2-speed rebuilding kits with gaskets, o'rings, lip seals, clutches (bronze frictions, steels) front and rear seals, sealing rings, \$52. Specify engine size and year. Bands \$30 each, adjustable modulator \$8. Bushings, washers, pumps and miscellaneous hard parts available. Kits, bands, and parts available for small, medium case, C-4 and C-6. David Edwards, Box 245-FC, Needham Hgts., MA 02194, (617) 449-2065, evenings.

'66 rocker panel moldings, \$45; '66 grill and headlamp doors, \$45; '63 black convertible kick panels, \$25; '63 or '64 convertible top header, \$100; '63 or '64 Sprint wheel, \$85; '64 Sprint rear panel, \$50; arm rests, all colors, \$18 ea.; much more. Mike Mulhare, 556 Shawsheen St., Tewksbury, MA 01876, S.A.S.E., or phone (617) 851-5040 after 7 p.m. Over 20 parts cars.

1961 full disk hub caps, set \$40; '65 h.t. black rear door quarter panels, \$20 pr.; sedan windshields, \$20; rear glass, \$20; '64 convertible door glass, \$15; '64 convertible sunvisors complete, \$20 pr.; '64 headlight buckets, \$12 ea.; '64/'65 stone deflector, \$30; '64 used grills, \$15 +; used taillight buckets, \$22.50 pr. +; '66 Ranchero door sills, \$25 pr.. Many more good used parts available. SASE with needs. CARPET SETS — 80/20 original loop curl, jute backing, heel pad, serged edges, all colors available, \$135 ppd. Tom Massarelli, 10 Young St., Poughkeepsie, NY 12601, (914) 471-7769.

'63 Sprint steering wheel and horn ring, \$90; Sprint scripts and V-8 flags, 2 pr., \$80; pr. '63 Futura bucket seats and console, turquoise, \$75; 13 in. spoke hubcaps, \$75 set; N.O.S. '61 grills, \$25 ea.; '62 used grills, very good, \$25 ea.; '64 grills, very good, \$25 ea.; Falcon toys and promos and kits. Joe Bassett, phone (617) 448-6231.

Parting out '61 four door: glass, body parts/panels, engine, foot pump windshield washer, 3-speed linkage, nothing excellent, everything cheap. From '63 2-door hardtop: two Ford-O-Matics (one V-8, one 6 cyl.), unassembled 260, 6 cyl. rear, Futura chrome. '65 car V-8 rear. Ernest Shaver, Rt. 1, Box 169, Crimora, VA 24431. (703) 363-5660.

CHAPTERS

The Dixieland Chapter

Fleming Horne, Jr., 7645 Memphis-Arlington Rd., Memphis, TN, 38134.

The Lone Star Chapter

Jerry Hutchinson, #1673, 2724 Townsend Dr., Ft. Worth, TX, 76110. For information call (817) 921-9258.

The Founder's Chapter

Linda Acrey, 1208 S. Center, Lonoke, AR, 72086.

The Gateway Chapter

Tom O'Dell, 417 Valley View, East Alton, IL, 62024.

The Rocky Mountain Chapter

David Jeffries, 7965 North Lowell, Westminster, CO, 80030.

Northwest Falcons Chapter

Edward Murphy, 100-137th S.E., Everett, WA, 98204.

Mid-America Chapter

James Hatcher, 8301 W. 92nd Terrace, Overland Park, KS, 66212.

Mason-Dixon Chapter

Robert Gerke, Rt. 1, Box 233, Bridgeville, DE, 19933.

The Northeast Chapter

Milton Robar, Rt. 67, Warren Rd., Palmer, MA 01069.

The Arizona Chapter

Pete Hoffman, 7523 Edgewater Circle, Mesa, AZ, 85208.

The Alamo Chapter

Alvin R. Harris, 16410 Spruce Cove, San Antonio, TX 78247.

The North Central Falconeers Chapter

Gary Fuerst, 1619 N. Charlotte St., Appleton, WI, 54911.

The Suncoast Falcon Chapter

Steve Lee, 340 High Street, Tarpon Springs, FL, 33589.

The Southeast Chapter

7164 Hwy. 212 N., Covington, GA, 30209. Phone (404) 483-8756.

OTHER CLUBS OF INTEREST

The Ford Falcon Club of San Diego, P.O. Box 2156, Spring Valley, CA, 92077.

The Ford Falcon Club of Los Angeles, 4724 N. Palmag, El Monte, CA, 91731.

Fairlane Club of America, 721 Drexel Ave., Drexel Hill, PA, 19026.

The Ranchero Club, 1339 Beverly Rd., Portvue, PA, 15133.

Comet Club, 5878 Hobe Lane, White Bear Lake, MN, 55110-6466.

NOTE TO ALL MEMBERS: The club will send out notices to each member the month before membership expires. Be sure to send your renewal in early to retain your original membership number. If you do not renew your membership within 90 days after it has expired, your membership number will be placed in the inactive file and will no longer be used by the club.

PRESIDENT'S MESSAGE

Now as we go into the fall season, there will be a lot of car shows. We need to get our Falcons out and put them in shows. By doing this we'll be letting people know about the Falcons. Always keep plenty of FCA cards with you to pass out.

If you're in a chapter, have your chapter get together and show as a group in car shows. Shows can be a lot of fun if you'll just get out and enjoy them.

If any of our chapters would like to host a Regional Meet, you can have a lot of fun and meet a lot of new Falcon friends. If you are interested, contact me or your regional director.

Roy E. Sword, President, FCA

EDITOR'S MESSAGE

This issue has some good articles submitted by members. Hope you enjoy them. Our classified section is really growing. Let's keep those ads coming in, but please remember we cannot show photos of the cars for sale. We do need you to let us know about your activities for the Calendar of Events section of the newsletter, and also your chapter's meet reports. These help inspire other chapters to hold regular meetings and car meets to build enthusiasm in their groups.

Bill & Kathy Woodell

★ ★ ★ ATTENTION ALL CENTRAL ILLINOIS F.C.A. MEMBERS ★ ★ ★

We are interested in starting a F.C.A. Chapter for Central Illinois. We wouldn't have to meet every month, but as often as the group would feel necessary to keep in touch. We would like anyone interested in joining a local chapter to contact us by writing and give us any input or ideas they may have. If we get enough responses, we will have a preliminary set-up meeting listed in the "Calendar of Events" section of *The Falcon News*. Please send us your name, address, phone number, F.C.A. membership number, and your comments. We are looking forward to hearing from you.

Jeff and Betty Schlink, 1908 Marzel Drive, Bloomington, IL 61701.

MEET REPORTS

THE ROCKY MOUNTAIN CHAPTER

We had the "Bill and Toots Clements Super Saturday" July 27th, which started out in the Erie Auto Salvage Yard in Erie, CO. We purchased a lot of parts and saw more than 60 Falcons giving their all for parts. An evening at the races at Colorado National Speedway was exciting.

CARS FOR SALE (Cont.)

1964 Futura, 2-door hdt., 6-auto, black, bucket seats and console. Runs good, floors good, some rust in rear quarter panels. Can be restored. \$850. Mike Mulhare, 556 Shawsheen St., Tewksbury, MA 01876, (617) 851-5040 after 7:00.

1964 Sedan Delivery, 78A, M44, 01D21, 5-1 — 4H295190095. 91,000 miles, 6 cyl., 3 speed on column. Excellent, straight, no rust body, all chrome, bumpers and glass in good shape. Runs good, uses very little oil. Side liners, door panels and headliners original and in good condition. \$1,800. Rufus L. Turner, 115 Jane Dr., Warner Robins, GA 31093.

1963 Falcon Futura, 2-door hardtop, V-8, 4-speed trans. Very good condition. \$2,500. Tommy Jenkins, (512) 244-9499, or 836-6123.

LEADS ON CARS

1964 Falcon Futura, snow white with blue interior. 48,750 documented miles with complete service history from 5-19-66. Standard shift with six cyl. 170 engine. Always garaged, only driven in good weather. *NO RUST*. Bumpers have pitting and small dent in RR door. Runs and looks great. Really owned by "little old lady who gave up driving". Rear seat never sat in. \$2,500, but would be interested in hearing offers. Richard Thomas, 670 Washington Ave., West Haven, CT 06516. (203) 932-5917.

1962 Falcon, 6 cylinder automatic, four door. Has 90,000 actual miles, engine rebuilt at 76,000. Interior excellent, radio has spare tubes. Exterior fair, has some spot rust, right front fender dented, but replacement comes with car. Also two extra rims. Patrick T. Rasmussen, 1008 5th Ave. N.E., Austin, MN 55912. Bus. phone (507) 437-7666, home (507) 433-7911.

1962 Falcon, excellent condition except for U-joints (which I plan to replace). Odometer stopped at 88,000 miles five years ago, estimate current mileage at around 100,000. Car has been repainted, body work done, new exhaust system installed, transmission rebuilt, regular maintenance, seats reupholstered, engine rebuilt. Genowefa Fiuk, 2920 18th street, N.W., Washington, D.C. 20009. Bus. phone (202) 863-1460, home (202) 462-5530.

1963½ Falcon Tudor. Robert C. Coonradt, P.O. Box 855, Waverly, IA 50677. Bus. phone (319) 352-4710.

CARS FOR SALE (Cont.)

1966 Falcon Futura sports coupe. 289 V-8, auto, bucket seats, parchment interior. Original two-tone paint, bronze body, white top. Car in family since new. Runs, has 170,000 miles. Needs some body, paint, upholstery and engine work. Chrome very good. Complete with owner's and shop manuals. \$825. Steve Koelbel, 3331 Nottingham Drive, Tallahassee, FL 32312. (904) 385-9569. No collect calls, person to person best.

1964 Falcon Sprint convertible, professionally restored, 37,000 original miles, California car, gun metal blue metallic with new blue top, bucket seats, and carpet, 4-speed 260 V-8 with dual exhaust, new chrome with N.O.S. trim, factory air conditioning, power brakes and steering, Falcon side rear-view mirrors, Rotunda luggage rack, California "Falcon" license plates. A show stopper on the freeway and fun to drive. An appreciating classic of the Falcon art just a few details away from being a competition show car. Thomas R. Jones, 341 W. Broadway, Suite 242, San Diego, CA 92101-3882, (619) 696-0383.

1963½ Ford Falcon, two door convertible, 260 cubic in. V-8 4-speed on the floor, bench seats like new. Has just had the following put onto the car: inner fenders, hood, grill, outer fenders in front, doors, radiator, tires, shocks, wheel cylinders and shoes on all 4 wheels. Interior is like new, new quarter panels. It also has new valve cover gaskets, intake gaskets, spark plugs and wires, distributor, points and condenser. Also: one extra driver's side door, two fenders, an extra hood. Chrome on car is very good. It runs excellent. \$1,800 firm. Eddie Jones, P.O. Box 143, Philippi, WV 26416, call (304) 457-4056 after 6 p.m.

1963 Falcon Sprint, 260 V-8 4-speed. Much time and money spent. Still needs more T.L.C. Good condition — \$2,500. Tom Hook, 222 Valley Green Drive, Aston, PA 19014, (215) 494-5287.

1960 Falcon in great running condition. Needs seat cover work, has new tires on front, back tires in good shape. Transmission has been overhauled. Motor had valve job last winter. A two-owner car. \$500. Johnny Huckleby, (501) 724-6514.

1962 2-door Falcon, one owner car until last winter. 15,300 miles, automatic, radio, heater, air conditioner. Car has never been farther than 10 miles from home. Has been repainted, new floor mats and upholstery, nearly new tires. White with red interior. Radio does not work. \$2,750 cash. Would appreciate phone call for appointment to see car. Bunky Beggs, (214) 465-7620 evenings.

1963 Falcon convertible, bright red. Runs well. \$1,985. Bob Grahl, R.D. #3, Lantern Hill Road, Glens Falls, NY 12801. Phone (518) 792-1704.

MEET REPORTS (Cont.)

MASON-DIXON CHAPTER

We had a very good turn out at the 2nd Annual Fall Falcon Show in Elkton, Sept. 8, of both Falcons and other Ford products, since it was open not only to Falcons. We had 22 Falcons, from 1962 sedans to about 1966. We also had hardtops, convertibles, and 1960, '63, and '64 Rancheros. Unfortunately, we had a thunderstorm, too, and every time we wiped the cars dry it rained again. They were the cleanest Falcons in Maryland!

THE NORTHEAST CHAPTER

(Ed. Note — We received this report too late to put it in the September issue. However, it was worth waiting for — see the pictures on page 12.)

On July 14, 1985, the Northeast Chapter held their 2nd annual summer meet at the home of Milton and Phyllis Robar. In all 31 Falcons from 1961 through 1967 were in attendance. Some drivers came over 350 miles to attend the show. Two people came over 400 miles, one of whom was Glen Blubaugh.

THE FOUNDER'S CHAPTER

The Founder's Chapter met at Jim & Ruby Throgmorton's house in Jacksonville, AR, for a car meet and potluck supper on September 14. We had a good attendance and food and fellowship were enjoyed by all. Everyone is excited about the new chapter newsletter Ezra Wingfield is publishing each month. Pat Sword reported that the 2nd Annual Regional Meet in Hot Springs, AR, October 25 & 26 is all set and she is expecting a good turnout.

CALENDAR OF EVENTS

OCTOBER 19, 1985

The Founder's Chapter will meet at Roy and Pat Sword's house, 629 N. Hospital, Jacksonville, AR, at 4:30 p.m. for a car meet, and then go to Western Sizzlin at 6:00 p.m. for supper. Final arrangements will be made for the regional meet at this meeting, so all members are urged to attend.

OCTOBER 25-26, 1985

2nd Annual Regional Meet (Central Region), Hot Springs, Arkansas. This meet is sponsored by The Founder's Chapter. For more information, call Pat Sword (Regional Meet Director) at (501) 982-1029.

AUGUST 14, 15, 16, 1986

7th Annual National FCA Meet in Appleton, Wisconsin. (Make your plans now to attend.)

TECHNICAL TIPS

Submitted by Dr. William D. Clark, El Segundo, CA
Reprinted from The Falconer, October, 1983

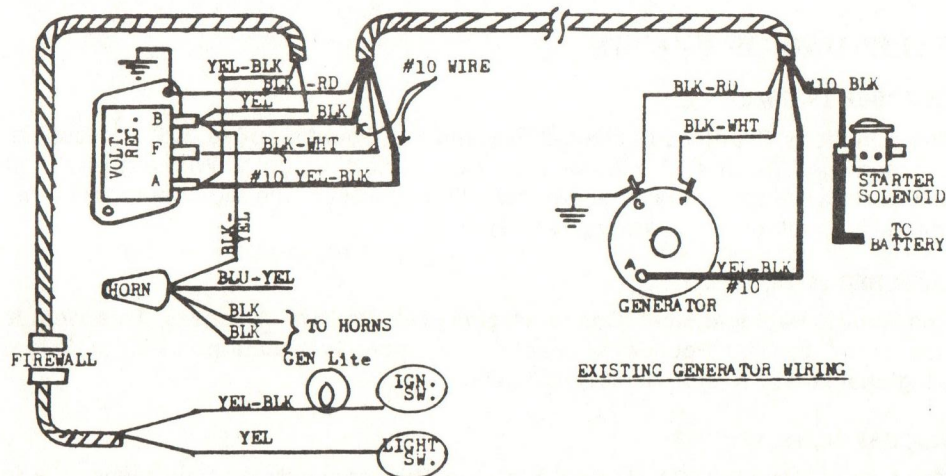
Here is the answer to Bill Hardwick's problem as reported in *The Falcon News*, June 1985.

Generator to alternator conversion —

For those of you interested in updating your Falcon to a better electrical system, we have provided you with the wiring changes necessary to convert your old style generator system to a newer alternator system. This can be done using the existing wiring harness, and requires only obtaining the alternator unit itself, a voltage regulator for use with any late model Ford product, the alternator mounting bracket pieces, and the correct fan belt.

You will need some #10 wire and some assorted electrical terminal ends. The Ford wiring harnesses use a four-pronged plastic connector onto the voltage regulator, which is a nice touch, but you can make excellent connections using four female spade connectors. Mount the regulator in the same location, drilling new mounting holes. Use the existing wiring as shown in the drawing.

Add this #10 wire directly to solenoid if only the stock GEN light will be used. If an add-on Ammeter is to be used *in addition* to the GEN light, run #10 wire from Alternator into Ammeter and then to solenoid.



(Cont. next page)

★ ★ ★ ATTENTION F.C.A. MEMBERS ★ ★ ★

Effective October 1, 1985, yearly dues to The Falcon Club of America are \$15.00 (\$20.00 outside the United States).

★ ★ ★ ★ ★ ★ ★ ★ ★ ★

CARS FOR SALE

1964 Falcon Sprint hardtop, auto, bench, rebuilt 260, new brakes, shocks, U-joints, exhaust, tires, rust free body, new headliner, rugs, radio and many other items. Red w/black int. \$3,250 documented invested. Will sell for nearest offer. Call after 5 p.m. (413) 283-3132.

1961 Four Door Falcon, approx. 62,000 actual miles. Price \$300. Mary Jean Krueger, Box 486, 421 N. 11th St., Mountain Lake, MN 56159.

1961 2-door sedan, 6 cyl., automatic transmission. New tires, shocks and brakes. All glass good, body good (no rust), has 3 small dents. Engine and drive train in excellent condition except for leaking valve cover gasket. Interior needs headliner, seats good but need new covers. \$750. Floyd Johnson, (501) 397-2201.

1965 Falcon Futura Convertible, 6 cyl., auto. trans. Body and top white with red carpet, upholstery and boot. Body completely renovated and painted. A rebuilt engine has 6,200 miles on it, also good tires, transmission, conv. top motor. Has an A.M. radio and a spare dust cover for storage. Asking \$4,500. Will refund return airline ticket to buyer who flies in and drives out. William S. Jones, 3622 S.E. 166th Place, Portland, OR 97236. 8 a.m. to 5 p.m. phone (503) 639-8612, ext. 509. After 6 p.m. phone (503) 666-3913.

1964 Futura 4-door sedan, V-8 auto. Joe Fetchett, 4910 E. Arizona, Denver, CO 80222, (303) 756-7806.

1964 Falcon convertible, 260 V-8. Engine has been overhauled and is in great condition. Interior and exterior need work, but very restorable. Has many extra parts, including two doors, one hood, extra dashboard and others. Price \$2,000. Jeff Johnson, 2829 13th, Two Rivers, WI 54241, (414) 793-4893.

1967 Falcon Sports Coupe, V-8, power steering, air, one owner for 10 years, never in snow, Florida car. \$1650. Drive anywhere. Dave Demski, 9545 Fairmount, Novelty, OH 44072, (216) 338-3780.

1963 Falcon Sprint, 2-door hdt., body VIN 3R17F154073, body 63C, color T, trim 88B, date 13C, DSO 71, axle 4, trans. 3. All glass is good except the windshield. Interior needs upholstery and is complete except for console, tach, and radio. Exterior needs bumpers, both front fenders and quarter panel work. \$300. Billy R. Wilson, 144 Dogwood Cr., Brandon, MS 39042, (601) 992-2309 evenings.

Falcon Club of America, Founder's Chapter

2nd Annual Central Regional Meet
Ramada Inn Towers

October 25-26, 1985
Hot Springs, Arkansas

Registration Form for Hotel Accommodations Only

Name _____ Planned Arrival: _____ Date _____

Address _____ Departure: _____ Date _____

City _____ State _____ Zip _____

Accommodations: _____ Single Room (One Person) \$32.00
 _____ Double Room (Two People) \$42.00
 _____ Additional person \$10.00
 _____ Children under 18 (Free with Parents)

Reservations will be held until 6:00 p.m. local time unless guaranteed payment is made in advance.

Check Out Time is 12:00 Noon

Mail room reservations to: Ramada Inn Towers
 218 Park Avenue, P.O. Box V
 Hot Springs, Arkansas 71901
 Phone 1-501-623-3311

Note: Room Reservations must be made by October 7, 1985.

★ (SWAP MEET SPACES FREE) ★

Registration Form for Meet

Name _____

Address _____

City _____ State _____ Zip _____

With Car \$10.00 Before 10-15-85
 Without Car 8.00 Before 10-15-85
 At Meet: ALL Registrations \$12.50
 Total Cars _____ Amount \$ _____

Year _____ Model _____ Body Style _____

Year _____ Model _____ Body Style _____

Banquet Tickets:

Adult _____ @ \$12.00 _____ *

Child _____ @ \$ 6.00 _____ *

*Includes tax and gratuities

Child's Plate includes Hamburger, Fries, Drink, and Ice Cream. (Age 15 and Under).

Total for Banquet \$ _____

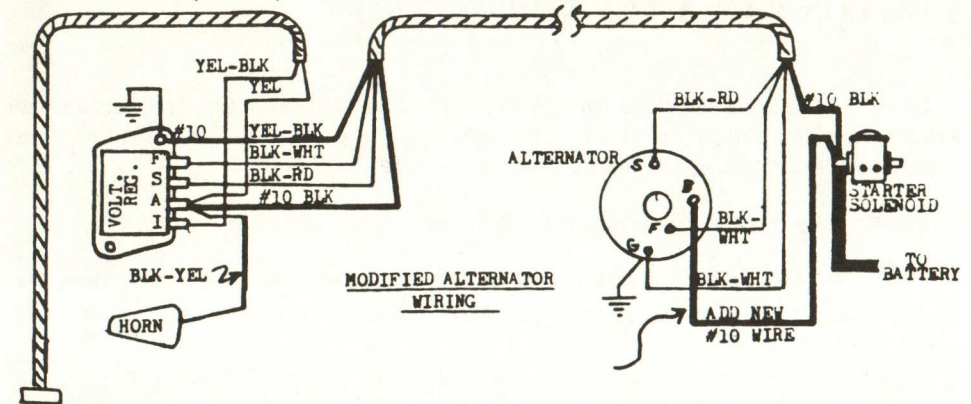
Amount for Registration \$ _____

Amount for Banquet \$ _____

Total amount enclosed \$ _____

Mail to: Pat Sword, Regional Meet Director
 629 N. Hospital Drive
 Jacksonville, AR 72076

TECH TIPS (Cont.)



If Ammeter is used *without* GEN light, do as above with #10 wire, then disconnect the BLK-RD Stator wire from the Alternator and tape it off. Do the same with the YEL-BLK wire at "I" terminal of Regulator.

A FALCON TO FLY THE WORLD

Submitted by Bob Cawley, N.S.W., Australia

Reprinted from the "Sun-Herald" of Sydney, Australia, June 2, 1985.



This is it — the \$330 million, top-secret car that Ford Australia doesn't want you to see. Not for another two years at least.

A FALCON TO FLY THE WORLD (Cont.)

Our photo, published here for the first time in any newspaper, is of a full size styling model bearing the code name EA26. Without doubt, it will be the most significant Australian-produced car of the decade.

For EA26 is the next generation Ford Falcon!

This car, to be released here in late 1987 or early 1988, is much more than just a cosmetic re-work of the current XD/XE/XF Falcon — a body now entering its sixth year.

Instead, it is a completely new skin, with new engines, suspension and steering. And it has been designed, not just for Australia, but for export to the USA and Europe. As such it will be the first Australian-designed car with left-hand-drive capability; the first where overseas market appeal has been a major design influence.

The Falcon, developed in Australia at a cost estimated at close to \$330 million, contains major surprises.

The body styling heads the list. It is unique, sharing little but a worldwide Ford family resemblance with the recently released European Scorpio/Granada or the American Taurus/Sable. Both those cars are essentially the same size as the Falcon and were thought to form the bases for the new Aussie Ford.

But it is obvious the local outpost has been given the go ahead to develop a new car, virtually from the ground up. Under the normal rules of the game, \$330 million for a unique-to-Australia model, simply isn't an economic proposition. Total annual sales, even for the market leading Falcon, run at only 60-70,000 a year.

But in the case of EA26 there were other factors. Ford's global partner, Mazda, dropped the ball with its big car replacement for the 929. At one time, this new Mazda was going to be rebadged and sold by Ford as the Falcon. Ford, however, rejected the car.

Then came a string of record breaking profit performances from Broadmeadows — \$97 million last year alone — bolstered by the continuing success of the Falcon as the country's largest selling model.

(Cont. next page)



2nd ANNUAL REGIONAL MEET

October 25 - 26, 1985

Hot Springs, Arkansas

Trophies

Swap Meet

*Dash
Plaques*

Sponsored By:
FOUNDER'S CHAPTER
Central Region
Falcon Club of America

For more information:

Write: Pat Sword, Meet Director
629 North Hospital Dr.
Jacksonville, Arkansas 72076

Phone: 1-501-982-1029



The Northeast Chapter Meet

★ ★ ★ SPECIAL NOTICE ★ ★ ★

The Falcon News will accept Commercial Ads for the newsletter. They must be sent to the Editor. All ads must be received by the 10th of the month or it will appear in the next issue of *The Falcon News*. Payment must accompany all ads.

All ads for the classified section of the newsletter must appear with the member's name, or it is considered a commercial ad and must be paid for. Non-member ads in the classified section are \$5.00 each.

ALL ADS MUST BE CAMERA READY. ADS WILL APPEAR IN *THE FALCON NEWS* ONLY WHERE SPACE PERMITS.

COMMERCIAL AD RATES:	FULL PAGE	\$50.00
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Only Falcon related ads will be accepted for *The Falcon News*. "Warning" — The FCA has no way of checking each advertiser, so the FCA accepts no responsibility for any dealings with advertisers. Let us know of any experiences, good or bad. The Falcon Club has the right to reject any or all commercial ads.

A FALCON TO FLY THE WORLD (Cont.)

Ford's money making record convinced the top brass in Dearborn, Michigan, there was a need to develop a successor, but the huge development money was approved only on condition that Ford Australia sought big export sales to offset the \$330 million price tag.

Our photo is proof that the export factor is high on the priority list. It comes from inside the Ford Design Centre in Dearborn and was first published by American magazine *Car & Driver*, based here in Ann Arbor.

There is no doubting it is the real McCoy; part of a series sent by Ford Australia to the USA, to test American reaction to Falcon in a series of product clinics.

The plan, we believe, is to sell the car on the West Coast of the USA through a select group of dealers. Later, sales in Europe will be sought.

What do we know about the nuts and bolts of this spectacular new Ford?

First, that it will be built on the same wheelbase as the current car but that it will be slightly shorter overall, indicating a passenger compartment at least comparable to the current model.

Second, that the Fairlane/LTD will continue, built on the stretched station wagon wheelbase. These upmarket versions are the cars most likely destined for the USA and Europe.

Third, that both the 3.3 and 4.1-litre six-cylinder engines will be redesigned with overhead camshaft valve operation, computer controlled fuel injection and a turbocharged option.

Underneath the car, the outmoded front suspension has been replaced by a new subframe to accommodate MacPherson struts.

The steering, a long-time problem with the Falcon, has been switched to rack and pinion, probably with power assistance on all models. The turning circle seems certain to be much tighter.

The wagons will drop their leaf-sprung rear end in favor of a revised version of the sedan's coil suspension.

And lastly, the commercial vehicle derivatives will continue, most likely with the new EA26 nose and cabin grafted on to the current XF body.

A FALCON TO FLY THE WORLD (Cont.)

This new car represents a high-stakes gamble by Ford Australia. Managing director Bill Dix is waging \$330 million on his belief that Australia still wants a large car; that fuel prices will remain affordable and that his team of engineers, stylists and production men can deliver a Falcon of truly international appeal.

Word out of the USA is that the styling has "knocked the socks off" the men who run the Ford Design Centre.

We'll have to wait until late 1987 to see if the car has the same effect in Australia.

ANOTHER SAD REPAIR STORY . . .

R. C. Robert's article in the May issue of *The Falcon News* reminded me of a similar experience I had with my '63 Sprint.

My battery had been stolen, and for logistic reasons I needed someone to put in a new battery for me while I was at work rather than do it myself, so I took the car to Sears the next morning because they opened early enough for me to get to work on the bus. Now one might think that Sears' Automotive Department would be able to install a battery. They have about a dozen employees doing much more difficult things to cars all day. However, when I returned for my car at the stated time, it wasn't ready. Two hours later when I was directed to it, supposedly ready, out in their lot, I just about died. The first thing I noticed was the red rust inhibitor splattered all over my pristine and beloved Corinthian White Sprint. When I pulled up the (unlatched — good thing I didn't just drive off) hood, there was a little pile of dirty screws on my clean chrome air filter cover, and sitting (I mean just sitting; not attached to anything but the cables) where the old battery had been was a funny little black battery about half the size of the battery shelf. One of the battery cables was sort of hooked around one wing of the radiator fan. And the rust inhibitor goo was all over everything. But this was not all. I opened the door to lock some things inside before I went to go explode in front of the shop manager and there, bolted to my perfect, almost antique dash board, was a plastic "battery monitor".

I frightened one of the mechanics into figuring out a way to attach this battery (I was in a terrific hurry to get home and away from these idiots — it had been a long day and a half since the theft — or I would have insisted that he remove it). It took another hour to get this battery mickey-moused securely into my car and the

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ANOTHER SAD REPAIR STORY (Cont.)

cables shortened and out of the fan; all the while everyone was assuring me that this was the very best battery I (my insurance company) could have bought.

Driving home and for every commute during the next week until I could return to Sears, the Overcharge light on the monitor stared me ominously in the face from the dash, even with radio, lights and heater fan on. I returned to Sears twice. The first time they tinkered a bit and told me I needed a new voltage regulator which I stupidly bought, though not from them. The second time they didn't believe me when I said the light still came on if I drove over 35. So they floored the accelerator pedal repeatedly for an hour (I was sure they were going to destroy my car) and, unable to get the light to go on and unwilling to take me at my word, told me, sorry, there was nothing they could do.

I wrote Sears an angry letter (unfortunately I had paid for the battery early on and with my charge card), and the next week received a call from a Sears employee who said they had gotten in touch with the battery's manufacturer. Apparently this battery was not meant to be installed on cars with generators, only alternators (but of course NObody still has generators, do they?). He apologized and sent me a book of Sears Auto Shop coupons. The next week my generator blew.

Teresa McNeil, Santa Ynez, CA

FEATURE FALCON

Here is a picture of my '63½ Futura V-8 at "Lead East", the world's biggest 50's party and car show (featured in a recent car and driver magazine). It was a fun weekend, but I only saw one other Falcon besides mine!

Mike Robinson
Yardley, PA

